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A gentleman and his wife preferred.

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Information wanted at the British Consulate General,  
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the following:

EDWARD LEAY, 72 years of age; has resided 35 years  
in Brazil.

WILLIAM DAVIS, deserted on the 20th September 1890,  
at Rio de Janeiro, from barque *Heron*.

CAMERON MACINTOSH, 23 years of age; last heard  
of on board of the British ship *Yanet* Capt.

REUBEN SAYERS, seaman on board the barquentine  
*Brunette* which loaded at Imbuiza for Rio de Janeiro,  
June, 1891.

Mrs. LOBO, daughter of Mrs. Kiven, whose husband  
was supposed to be in command of the Brazilian vessel  
*Guanabara*.

Rio de Janeiro, 22nd December, 1894.

C. F. Ancall,

Acting British Consul General.

**IF PHILIP DAVID BENJAMIN,**

late of 89 Westbourne Terrace, Hyde Park, London, (son of David Benjamin Esq., deceased), who was last heard of at the Hotel du Dragon d'Or, Aix-la-Chapelle on 1st September 1892, will communicate with the undersigned, he will hear of something to his advantage, and any person giving such information as will lead to his discovery will be rewarded.

**Emanuel & Simmonds,**  
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England.

**THE RIO NEWS**

PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee report from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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EDITORIAL AND PUBLICATION OFFICES:—

79, Rua Sete de Setembro.

RIO DE JANEIRO, JANUARY 1ST, 1895.

The epidemic which has been reported from various points in the states of São Paulo, Minas Geraes and Rio de Janeiro, seems to be rapidly disappearing. A few cases are still under treatment at Barra do Pirahy, and possibly at one or two neighboring places, but aside from these, and an occasional case in São Paulo, of which we have no certain news, nothing remains of the epidemic. On the Central railway, the authorities are still restricting traffic and subjecting travellers to a multitude of unnecessary annoyances. Of course, innumerable complaints have been made, but without avail. The service of disinfection has been made unnecessarily severe and prejudicial, and that, too, under the supervision of medical men who ought to know better. Cholera is a disease which is not propagated through the atmosphere; consequently the disinfection and fumigation of persons and articles which have not been in actual contact with the disease, is quite unnecessary. The destruction of clothing and other articles of travellers who have simply ridden through the suspected districts in closed railway coaches, is a wanton abuse of authority. While we have counseled a cheerful obedience to all regulations imposed by the sanitary authorities, in view of the threatened danger, we do not imply that an uncomplaining submission should be rendered to such abuses of authority as these. In all probability, however, the restrictions will very soon be removed, for there will be no epidemic to fear. From Argentina there is no longer contestations of the existence of cholera. There, as here, the disease seems to be of the mildest character, and the indications are that it will be easily repressed.

ONE of the very first reforms which the minister of finance should introduce into the department under his control, is that of strict accountability. Every *vintem* paid out should be for an authorized purpose, and not one should be paid for purposes not expressly covered by an authorization. In such matters the Treasury should not be considered a political factor in the govern-

ment, but a business factor pure and simple. It is the custodian of the public revenues, the accountant of public expenditures. Its operations should be as carefully entered and audited as those of the cashier of a bank, and as the minister of finance is a public employé his books and balances should be open at all times for public inspection. In no case and at no time should he be permitted to use an arbitrary discretion as to the funds under his control. The money does not belong to him, nor to the government of which he forms a part. It belongs to the whole nation, and it is entrusted to his guardianship for certain specified purposes. Beyond that he has no right to go. It is the duty of Congress to determine how this money shall be used, and it is its duty to make every appropriation specific. If this is not done, then there can be no check on the executive and no proper fiscalization of expenditures. It was the practice under the monarchy to permit a very large discretion in the use of these public funds and this practice, we regret to say, has been continued unchanged. During the past two years, we have even seen vast sums used for secret and unauthorized purposes even during the sittings of Congress. And we have also seen the public debt increased and public obligations incurred, at the same time and in the same way, through the illegal and unauthorized issue of paper money. It is needless to say that there can be no real confidence in a country which practises such acts, nor confidence in a people which permits them without protest. The financial world may condone an occasional outbreak of reckless and wild financiering, but when it has to deal with chronic irregularities of this kind, and with absolute insensibility and apathy on the part of the people in regard to them, the case will be quite different. If the people show no interest in such irregularities, no shadow of indignation over breaches of trust, abuses of authority and other illegal acts on the part of their servants, and no interest whatever in the strict and honest administration of their business affairs, then the outside world will infer that such a people are lacking in conscience and trustworthiness, and their credit will suffer accordingly. Confuse the question as we may with finely spun theories about the privileges and attributes of government, the same principles of right and wrong which we apply to individuals are equally binding upon those in authority. If it is wrong for a bank cashier to pay out money on an uncertified draft, then it is equally wrong for the treasurer of a nation to pay cash for an unauthorized service. And if the one is held legally responsible for his act, then the other is equally guilty, and deserving of punishment. We are sure that the President and minister of finance will agree with the general principles to which we have called attention, and to the desirability of giving them effect in the future administration of the country, but they will probably urge that all things can not be done at once. A beginning, however, can be made at any time, and no better step in this direction can be taken than the immediate initiation of a system of thorough accountability on the part of every custodian of the national revenues. To secure this, let us have at least one published balance-sheet a month from the national Treasury and from all its branches. Let us know at least once a month how much the revenues are yielding, how much has been expended, and how much cash there is on hand. Let nothing be concealed, for in concealment lie the opportunities of those who would rob the Treasury and overturn the liberties of the people.

The first, if not the only point to be considered by the government in all questions of freight rates, is that of the public good. By this we do not imply that the transportation companies should be sacrificed, nor that they should be required to carry on an unremunerative service; we mean that the authorities should place the interests of the public before everything else, and that their chief object should always be to develop the productive and commercial interests of the country. When, therefore, a question arises like that just decided in favor of a subsidized coastwise steamship company, by which the freight tariff is increased thirty per cent, the government ought to exhaust every alternative before approving the higher rates. It is a matter of common knowledge that the company in question has been most extravagantly managed, and that its salary account is more than double what it should be. If its business is not profitable, then let it ~~cut down these extravagant salaries and~~ dispense with all unnecessary directors and employees. And then, although the company receives a heavy subsidy, the government exacts various services and conditions from it in return, which nearly counterbalance the benefit. The regular sailings are postponed by the national and state governments for the accommodation of officials, and the company is required to perform many services free, or with considerable abatements from schedule rates. A modification in these exactions could also be made. And then, there are many expensive requirements in the working of the steamers, and a multitude of burdensome charges and taxes—all of which could easily be modified, or set aside, rather than increase already excessive freight rates. As an illustration, the government is even exacting a transmission-of-property tax in England on the builder's delivery of a ship to the parties ordering its construction—a tax clearly unwarranted in law and heavily burdensome upon the companies engaged in the uncertain venture of transporting produce and merchandise on the Brazilian coast. If this business is so unprofitable that a subsidized company can not continue without an increase of 30 per cent in its freight rates, then why should not the government waive its pretensions to so questionable a tax as this? The plain truth is, the government and the company are both engaged in the same game—that of fleecing the public. They are both unwilling to surrender a particle of the salaries and revenues which they are extracting from the people, and are both eager to see if something more can not be extracted from the same source. They fail to see that overcharges will decrease traffic, and that overtaxation will drive men into the ranks of non-producers. And they are apparently blind to the logical results of such a policy—the impoverishment of the country and its final reduction to a position of humiliating dependence upon its neighbors. It is a short-sighted policy at best, even were it less perilous to the higher interests of the state. At the present moment the whole country is painfully aware that Brazil has become largely dependent upon Argentina and Uruguay for some of the prime necessities of life—beef, bread, maize, hay, etc. An effort to impose a rigorous quarantine against a cholera outbreak in Argentina has failed, because of our dependence upon those countries for beef. No one will dispute the assertion that a position like this is disgracefully discreditable to a country like Brazil. Instead, therefore, of cultivating this dependence, the government should devote its best energies to the correction of so abnormal a situation. Brazil is not without

favorable districts for stock-raising, for maize, rice, and many other food products. Encouragement should therefore be given to the small industries which will give the country its own food, and which will release it from the danger of famine in case of war or pestilence. And it should not be forgotten that cheap transportation is an important factor in the development of such industries. All the small states, like Parahyba, Rio Grande do Norte, Alagoas, Sergipe, Espirito Santo and Santa Catharina, can contribute greatly to this desirable result, but only through an efficient and cheap transportation service along the coast. It would be infinitely better for Brazil and for the development of these small states that the coastwise trade should remain open to foreign competition, rather than that this policy of high transportation charges should be continued.

To such extent have quarantine abuses been carried on this coast, that the commercial nations of the world ought not to ignore them longer. Other questions of international relationship have been discussed and settled, to the satisfaction of all, but that of quarantines still remains. Every nation establishes its own regulations and imposes restrictions without the slightest regard to any general principle, or to what its neighbors have done. It results, therefore, that the most trifling pretenses are made to serve, that a wide variety of regulations are imposed, that quarantines are frequently duplicated, and that no responsibility whatever is admitted for their results. The injustice done is simply incalculable. Heavy losses have been sustained by shippers and merchants, travellers have been subjected to delays, losses and bad treatment, and endless recriminations have arisen between neighboring states over the arbitrary action of irresponsible boards of health. The whole subject is one mass of contradictions, ignorant customs, jealousies and fears. There is almost nothing in the quarantine laws of the day, outside of the recent action of the British authorities, to command our confidence and respect. In other matters the civilized world has made more or less progress, but in quarantines we are just where the middle ages left the subject. In a majority of cases the lazarettos of to-day are scarcely better than those which helped to create disease five centuries ago. And, to our shame be it recorded, we are as brutal, mercenary and ignorant to-day in our treatment of those who fall into our quarantine lazarettos as were our ancestors in the days long before America was discovered. We are accustomed to compliment ourselves on the progress we have made since then, on our civilization and humanity, on the sacredness of life and the rights of property which have been won for us in modern times, on the softening and refining influences of Christianity, on our intelligence and scientific progress, and all that—and then we go out with shotguns and cannon to close communication against some unfortunate plague-stricken spot, and we even shoot down the fugitives who try to cross the line so arbitrarily and heartlessly drawn. And then, to show that we are willing to do something for the unfortunate, we build sheds and barracks in the most inconvenient places we can find, often unhealthy, always dirty, unsanitary and badly managed, and always let out to mercenary contractors, and call them quarantine stations where the traveller must purge himself of the pestilence. Some of these pest-holes are notorious breeding-places of typhoid fever, diphtheria, bronchial troubles, and many other diseases of a contagious character. Our sense of justice also leads us to detain ships for days

and weeks, or turn them back, without supplies of food and water, to destroy merchandise, buildings and other property, and to further injure and destroy property by ignorant processes of disinfection. And for all this, we offer none but the selfish excuse that "self-preservation is the supreme law," and we pay no one for losses sustained and indignities suffered. There is now more justice for the helpless victim of a savage war, than for the victim of quarantine regulations. We do not discuss the question as to the value and necessity of quarantines, although Great Britain is now proving their uselessness and one international sanitary congress has pronounced against them; we simply wish to urge the necessity of common, international regulations to govern them, greater humanity and scientific knowledge in their administration, and full responsibility on the part of every state for the losses and annoyances caused. If it is for the general benefit of a nation, or community, that certain property should be destroyed, or injured by disinfection, then the loss should fall upon those benefitted, and not upon the person whose property is thus treated. If likewise, it is for the good of a country that arriving passengers should be detained for a time in quarantine, then they should be treated well, all their expenses should be borne and their losses paid. At present, all the inconvenience, prejudice and loss is thrown upon the helpless victim, and the public even declines to consider the harsh treatment which he has received at the hands of petty officials and mercenary contractors. The whole system is barbarous and unjust, a disgrace to our intelligence, an anomaly in our nineteenth-century civilization, a travesty on all our theories and codes of justice. In this one respect we have no right to call ourselves even half-civilized.

## RIVER PLATE ITEMS.

—Gold was quoted at 368 in Buenos Aires on the 26th, and at 358 yesterday.

—At Montevideo the quarantine against Argentine ports has been increased to 20 days.

—In the Ricardone colony in Santa Fé the wheat is giving from 12 to 20 quintals per square and linseed as much as 30 quintals. A square contains about four acres.

—During the first eleven months of the current year, 1,104,075 frozen sheep carcasses have been exported through the port of Buenos Aires, as against 719,322 in the same period of 1893.

—A telegram to the *Pais*, dated the 28th ult., says that an official declaration from the Argentine government has been published, recognizing the existence of cholera at Rosario, Colastiné and Santa Fé. Quarantines against these places have been declared.

—A duel was fought in Montevideo on the 28th between Col. Sarmiento and Dr. Vicente Lopez, and to everybody's surprise the latter was badly wounded in the abdomen. This mishap is generally considered an accident, as it is a violation of the "code" for combatants to hurt each other. Dr. Lopez has since died.

—We are told that so much as seven dollars a day and food have been offered to labourers on some colonies, but four and five dollars a day seem to be the general wage. Of course, for such wages it is only natural that men readily leave their less remunerative situations in or near town and flock up to Santa Fé. How the colonists can afford to pay so high a price for their labour we cannot understand, and it surely will swallow up a great part of their hard earned profit, if there is any profit at present prices.—*Sport and Pastime*.

—Taxation is carried to such an extreme in the city of Buenos Aires that practically nothing escapes. This year the bicycle comes in for a license tax of \$5.00—and is therefore on equal terms with the dog, which pays the same. A 4-wheeled cart, over 1.44 m. wide, must pay \$100, while a similar cart under that width must pay \$50. All mutton, beef and pork introduced into the city from other places within the country must pay respectively 15, 20 and 35 cents per kilo. Every telephone and telegraph post in the city is taxed \$3 a year.

—It is said that the Argentine press is showing considerable alarm over the recent acquisition of armament in Chili. The recent purchases of Mauser rifles and ammunition by the Argentines of course mean nothing!

—An Asunción telegram of the 28th says that disorders have occurred in various places on account of the senatorial election. Perhaps some one wished to vote against the "general" who is now playing dictator in that unhappy little country.

—The press in Rio proposes that Brazilian doctors should be carried on all steamers arriving from Argentina; why not? Uruguay should claim the same privilege and steamship owners should be made to pay all the loading doctor's fee of the three republics, heavy fees. All these doctors should be allowed to take their families for an occasional sea-airing and builders should be forced to supply special accommodation in all steamers for the doctoring fraternity. Verily these South American republics are becoming altogether too utterly absurd.—*Times of Argentina*, Dec. 13.

—The gold-seeking fever is spreading in this country and each day brings reports of fair amounts being obtained even by unscientific means and poor appliances. A gentleman, just returned from Chilecito, says that round about that neighbourhood several people are engaged in this industry with fairly paying results, but that want of capital sadly handicaps them. Perhaps the time is not far distant when we shall have a regular Californian rush in the Argentine and the merry days of the boom will once more reign in the land.—*Times of Argentina*.

—Montevideo telegrams of the 29th confirm the advice of the preceding day that the Argentine government had announced the existence of cholera at Rosario, Santa Fé and Colastiné, and had closed those ports. A Buenos Aires telegram of the same date says that new cases had appeared in the province of Santa Fé. On the 31st, however, a telegram to the *Jornal do Commercio* says that the decree published, announcing the existence of cholera in Santa Fé, is apocryphal, and that the government will prosecute the authors. We must confess that we fail to comprehend the situation in Argentina.

—The immigration returns for November show 10,527 arrivals, the highest monthly figure for 5 years except in January 1890, when the figure was 11964, thanks to the assisted passages. For the eleven months of the year the arrivals are 46,950, against almost exactly the same number last year, 34,000 in 1892, and only 25,000 in 1891, for the eleven months. It is quite evident that European immigration to this country is reviving very rapidly. 1918 emigrants also sailed via Montevideo, which makes a grand total for the month of 12445! No wonder there are now plenty of hands in Santa Fé.—*Buenos Aires Herald*.

—All Brazilian ports not mentioned in the decree 30th of November ult., are decreed to come under the category of suspected ports, and arrivals are therefore subject to quarantine here. This new measure will affect all vessels having sailed from Brazilian ports on and after the 7th inst.—*Times of Argentina*, Dec. 18th. This is a fair sample of the fairness and intelligence of the Argentine sanitary officials. Why should a coast line of 3000 miles be brought under restrictions aimed at a focus of infection lying back of two ports only? Why should Pará, Maranhão, Pernambuco and other distant ports suffer for what exists only in the vicinity of Rio and Santos?

—Dr. Costa will to-day transmit to Rio by cable the official medical report received from Rosario, Colastiné and San Nicolas de los Arroyos, from which it is evident that in these places not a single case of cholera morbus has occurred. The government is of opinion that in view of this report and the information transmitted by the Brazilian representative here, the quarantine imposed on vessels proceeding to Brazil from this port will now be raised. We understand that the Brazilian government has been assured that the sanitary condition of this country is excellent.—*Times of Argentina*, Dec. 17th. And yet, at the same time the authorities were isolating patients and restricting communication with the localities suspected. About one week later, it was officially acknowledged that cholera existed at certain points in the province of Santa Fé.

—The *Razon* of Rosario publishes a miserable story which we fear may be taken as a sample of the officialdom in Santa Fé province. The station master at Ciénega, on the Cordoba and Rosario railway, was unfortunate enough to have a small difference, of the most trivial kind, with a gentleman who was a friend of the *jefe de paz*. He was attacked while dining with some friends by a party who considered himself aggrieved by not having his goods unloaded just when he wanted them. Luckily, his friends were able to disarm the assailant, for murder might have been done. Presently, however, the *jefe de paz* sent for the two combatants, and had them locked up in the same cell, having previously had the forethought to provide his friend with a heavy whip, which he used for the purpose of committing a murderous assault on the unfortunate stationmaster. When the castigation was considered sufficient, the friend of the *jefe* was released, and a couple of hours later, his victim was allowed to crawl away and reflect on the danger of offending any one who was in favor with the powers that be. We do not suppose that any punishment will be inflicted either on criminal or accomplice: the judge will probably remain to administer justice until two or three more instances like the present have proved him worthy to be called to a higher sphere.—*Review*, Buenos Aires.

—The *Provincia* of Buenos Aires publishes an interview with Admiral Saldanha da Gama, who declares that the revolution seeks to change the present government in Brazil to a representative parliamentary form. He censures the present government for seeking to follow in the footsteps of Floriano Peixoto. He regards Rio Grande do Sul. He insists that the revolutionists possess resources sufficient to insure their triumph.

—Thanks to the heavy revenue taxes imposed by the finance minister, the only wood match factory in the country, La Sud Americana, has been brought under the auctioneer's hammer, the usual ending up of everything in this country. This factory was established when Dr. Romero held the finance portfolio, and was taxed 1/2 cent per box, the firm paying about \$1500 a month. Dr. Terry has now raised the tax to 3/4 cent per box, and the firm not being able to stand this heavy increase has been obliged to close its doors.—*Review*.

—A proposal is being circulated amongst the English-speaking community in Buenos Aires to guarantee to Don Cesar Cacioli, the well-known *impresario*, a sufficient number of "abonos" to warrant his bringing out next winter a really first-class English company, to give thirty representations of comedy and light opera. Those who subscribe will pay one half of their "abonos" now into the London and River Plate Bank, where it is filled, in which case the other half will become due when the company arrives, but if the guarantee is insufficient, the bank will return the money to the subscribers. This seems to us a fair and reasonable proposal, and surely our English-speaking community is large enough to warrant the venture, which will afford them national amusement during the long winter evenings. The price of the "abonos" for boxes is \$900 c.l., and for stalls \$150 c.l.—*Review*, Buenos Aires, Dec. 15th.

—The Argentine crank whose bugbear is the foreigner, is always with us. He was in the Senate the other day when the formation of a permanent council on secondary education was under discussion, and he was most anxious that the danger of foreigners being allowed to sit on this council should be provided against. He supported his contention by the exceedingly lame argument that it should not be difficult to find suitable men among Argentines, either native or naturalized. We do not doubt it, but it might also happen that some resident here possessed eminent qualifications, and in such a case the mere fact of his being a foreigner should not cause his services to be lost to the country. It is certainly a desirable thing that the citizenship of Argentina should be recruited from the best of the foreign residents, but measures such as that just passed by the Senate are disconcertingly suggestive of a feeling that citizenship is a penalty that must be imposed on all who would seek to be of use here.—*Review*, Buenos Aires.

—To-day the shareholders of the Paraguayan Central railway will have an opportunity of discussing an agreement proposed as a basis of settlement between the company and the government of the republic. The guaranteed interest was \$241,622 at April 30—the date to which the accounts are made up—and with a gold premium ranging between 520 and 620 per cent, there seems no great likelihood that the government will ever be able to pay the arrears. The Paraguayan legislature has approved a contract relieving the government of the guarantee liability until 1904 in return for the renunciation of the \$210,000 of preference shares held by the government. This contract, which includes an arrangement for an extension of the line, will be submitted to-morrow, and no doubt both share and bond holders will come to the conclusion that there is no course open for them but to accept it. The terrible depreciation of the Paraguayan currency makes the future of the company exceedingly dubious. In 1893-94 a gross increase of \$145,499 was earned; but the expenditure rose \$169,405, absorbing \$745,816 out of gross receipts of \$754,680, so that net revenue was virtually nonexistent.—*Financial News*, Dec. 3.

## USELESS IMMIGRATION.

A decree has been issued from the ministry of foment amplifying the law of June 19, 1890, in so far as it applies to useless immigration. The following immigrants are declared rejected; those suffering from any contagious disease, mendicants, those incapacitated for work by organic vice or physical defect, those more than 60 years old, Asiatics, Africans and gipsies or Bohemians. All these are forbidden to disembark in ports of the republic when arriving as 2nd or 3rd class passengers from Argentina or Paraguay, or as 3rd-class from Brazil or other foreign port. Exception is made in favor of sexagenarians when members of a family of not less than four persons capable of work, or when able to show means of subsistence without appeal to charity. The direction general of immigration shall appoint from among its staff an inspector, who shall cooperate with the port and sanitary authorities in the examination of all immigrants for the above purposes. The maritime authorities shall notify all agents of steamers and sailing vessels of a prudential term for the enforcement of this decree. The Uruguayan consuls abroad shall also be notified, in order that they may not lend any authority or assistance to the arrival of such immigrants.—*Montevideo Times*, Dec. 12.

From the *Shipping and Commercial List*, New York, Nov. 31.

## THE INFLUENCE OF THE NEW YORK CHAMBER OF COMMERCE.

The whole country owes a debt of gratitude to the New York Chamber of Commerce for its active influence in guiding the minds that control the world of finance, the barometer of business, and the field of politics. Many leading merchants, who were present at the recent banquet, took occasion to congratulate the members on their recent achievements. Composed as that body is of the most influential and substantial business men in the state, if not in the country, it is not strange that their wishes are respected not only by the national and state governments, but by the people at large. This nonpartisan and conservative association, representing the best minds in the business community, has influenced action in the Treasury department, protected the shipping and other interests through appeals to Congress, suggested reforms in public departments, prevented the depression in mercantile circles from reaching more serious results, and in fact has been a safety bulwark on all occasions of difficult problems and times of distress. May the New York Chamber of Commerce continue to grow in importance and influence, be the wish of every believer in commercial progress.

From *The Montevideo Times*, Dec. 12.

## AGRICULTURAL SCHOOL, ETC.

The executive has signed and promulgated the law for the establishment of an agricultural school and experimental farm, just passed by the chambers. The establishment is to be controlled by the ministry of foment and situated on the state property at Toledo, department of Colonia. In the school there is to be taught the programme of education of the third grade, in so far as it is not superfluous to agriculture, and in addition the following studies:—principles of natural history, zoology and veterinary practice, agricultural botany and the diseases of cultivated plants, agricultural meteorology, agriculture, arboriculture and viticulture, mathematics, algebra, geometry and plane trigonometry, general, analytical and agricultural mechanics, physics, the management of agricultural machinery, landscape and market gardening and rural building, rural industries, drawing, rural economy and legislation, agricultural accounts. The farm is to be devoted to the experimental cultivation of cereals, pasturage, fruit and forest trees, and industrial plants of all descriptions, experiments in new cultures, analysis of soils and manures, and experiments with the same, experiments with destructive insects and the means of combating them, plantation of American and other imperious vines either in the farm or elsewhere deemed convenient, raising of seed-plants or cuttings for propagation throughout the republic, advising the government, agriculturists and stock-breeders on all agricultural or farming matters. A monthly journal and an annual report are to be published, containing the result of the studies and operations and the general movement of the establishment, pupils and boarders may be taken, the latter not to exceed 50. Scholarships are to be instituted, open to public school pupils, one for each department of the republic. Agricultural apprentices, not more than 25, may be taken for two years each. The technical staff shall consist of a director and sub-director, a professor of natural history, veterinary, etc., a professor of third grade education, and such assistants as the development of the establishment may require, whilst the general administration is confided to an honorary committee of three persons appointed by the executive. \$8000 is allowed for expenses of installation and \$15,142 for the yearly budget of expenses. The executive is authorized to engage from abroad a person competent to install and direct the establishment, for not more than six years and at a yearly salary of \$3600.

From the *Times of Ceylon*, Nov. 9th.

## LIBERIAN COFFEE UNDER SHADE.

Curiously enough we have just received a letter from a planter, who has a considerable acreage in Liberian coffee, advertising to the very subject alluded to by us yesterday, namely, the desirability of trying Liberian coffee under moderate shade. He says:—

"I read your remarks on Liberian coffee in your issue of the 6th with interest. That we were far too hasty in getting rid of the trees to make room for tea I am convinced. I did not destroy all mine, but left them in a hollow where they were doing remarkably well, and I have had no reason to regret it. Not only so, but I am taking steps to extend my acreage, but only under light shade. I fully believe in shade for Liberian, but it must not be heavy shade. In my case rubber trees planted very widely apart afford capital shade for the coffee. If the shade is too thick the trees grow up spindly and without stamina. Moreover, I do



not think hand-weeding suitable. To bare the ground to the tropical sun and the pouring rain is most injurious for Liberian coffee. It induces disease and weakens the trees. I prefer to let it grow up in weeds as they do in India, and then after a time to cut the weeds down with a sickle and later on dig them into the soil. At anything like present prices a very small return per acre would pay better than tea. To those who have good land—mind, I only say good land—I advise the planting of this variety of coffee."

Coming as this does from a really experienced planter, it is valuable as indicating a returning faith in Liberian coffee under favorable conditions of soil, climate, and cultivation. It is to be noticed that "light shade" is spoken of as essential to success, but we should like to have the experience and opinions of others before coming to any decision on the point. If shade is beneficial, or even not harmful, would it be possible to cultivate Liberian coffee beneath coconuts for instance? We know of tea being successfully grown under such conditions, but whether Liberian coffee has been so tried we are not aware. At all events we should like to hear the result from those who have had experience on the point, for if success could be obtained it would open up a wonderful vista before the eyes of the proprietors of really good coconut land. As a rule, however, two products do not thrive when planted on the same land. Either one ruins the other or the productiveness of both is affected. In Veyangode, and in parts of Katurata, Bertota, and Galle, where the soil is generally excellent, experiments such as that we have indicated could be carried on with the best prospects of success, but perhaps results have already been obtained which might fully be made public? If so we should like to hear what they are.

From Review of the River Plate, Dec. 15.

#### MINING IN ARGENTINA.

In a very interesting lecture delivered at the English Literary Society in October last by Mr. John McGee, C. E., upon the subject of Mining in the Argentine Republic, the lecturer, after giving an exhaustive description of the mining regions, their past history and their future possibilities, made an observation which seems to us to strike at the heart of the whole mining question. He said: "Can we the public do something to encourage this industry? It is useless to go abroad for capital when those in the vicinity show no interest in the industry and no disposition to invest capital in its development. To redeem Argentina from the discredit in which, unfortunately, she is held to-day in foreign markets, it is useless to apply for new loans or new capital for new industries. It is necessary that those in the country show their faith in it by risking their means, even on a small scale, in starting and developing the known resources of the country. When once a fair business is put on its feet, plenty of capital will offer itself unasked for enlarging the business to any extent."

Few men have gone more thoroughly or intelligently into the question of mining in Argentina than Mr. McGee, and although, as he says himself, a civil and not a mining engineer by profession, he certainly showed by his lecture a very thorough knowledge of the whole business.

A great number of people are held back from investing in mining because in Argentina this industry has been generally unsuccessful, but if those people would go a little deeper than the surface of that objection, they would discover that the chief cause of that lack of success has not been the absence of mineral wealth, which Argentina possesses an enormous share, but ignorance of how to work it to the best advantage and consequent waste of money, followed by failure.

And if the principle of investing nothing in enterprises which have given bad results were followed out, what would the capitalist put his money into in Argentina to-day? Railway shares? Government bonds? Cédulas? Citranas? Central Produce Market? Have they not all fluctuated during the past few years to an extent as ruinous as any mining stock that was ever issued? The fact is that mining is as legitimate an industry as any, and is destined one day to change the face of Argentina, but it requires intelligence, competence and economy in its working, and in order to draw foreign capital into it, a successful beginning must be made by some company formed in Argentina with Argentine capital.

We have now before us the prospectus of such a company, which is being formed for the purpose of working alluvial deposits of gold which have been discovered in Neuquen Territory, tested, and reported upon favorably.

It is neither our mission or purpose to "boom" any particular enterprise, but we know, as do all who have visited the Andes, that the whole range of mountains is full of mineral wealth, in the successful working of which lies a great future for Argentina, and we, therefore, hail with pleasure the appearance of a prospectus, based upon the personal work of persons of known competence, and upon the logical conclusions deduced therefrom, and calling for the very modest capital necessary to develop the enterprise, to be invested by those in this country who are willing to risk legitimately a few dollars, in order to assist in proving that Argentina may become a great mining country.

On a stream called by the Indians Milla Michi C6 and its two tributaries Arroyo Nuevo and Cura Mayin, in the territory of Neuquen, some 350 leagues south-west of Buenos Aires, but within easy distance of the Atlantic coast, gold washings have been discovered of sufficient importance to warrant the expense of bringing out from England a trained expert who should go over the ground and make an exhaustive report thereon, before attempting to obtain capital for developing the mines systematically.

Mr. John F. Allan, a well-known mining engineer, who has been called upon frequently to report upon mines in this country, was requested to file this thorough examination. This report we have before us and we are bound to say that it is a plain, unvarnished statement of facts, perfectly comprehensible to any ordinary business man who is unacquainted with mining business, and coming from so cautious a man as Mr. Allan, may fairly be looked upon as thoroughly reliable. It is unique, however, as, although Mr. Allan has reported upon various mines in Argentina, this is the first working of which he has been called upon to recommend as, to use his own words, "a sound and legitimate enterprise which will leave a handsome profit upon the amount of capital required for working it."

Another point in favor of the Milla-Michi C6 Mining Company is that the prospectus is perfectly simple and straightforward, and calls for no money which is not necessary for the working of the mine, while it states plainly the terms, quite moderate ones, upon which the present owners of the mine make over the property to the new company, retaining themselves largely interested as shareholders in the concern.

There are no commissions or promotion fees for the shareholders to pay, and the capital to be subscribed, of which 50 per cent. is called up, is only \$100,000 gold, sufficient to develop alluvial washings where no expensive or costly machinery is required, and where every detail of supervision and management will be carried out in a competent and economical manner.

The failure of mining in Argentina has been mainly due to insufficient study of the special circumstances and requirements of each enterprise, the consequence of which has been that, in many cases, costly machinery has been sent out from England entirely unsuited to the work in hand, and in others heavy and unnecessary expenses have exhausted the capital almost before work has been commenced.

Mr. McGee cites a mining enterprise in the province of Rio Negro where at least £75,000 sterling were spent in the purchase of machinery, transportation, and in erecting *in situ* for the working of the ores of a supposed mine—of a stringer or vein but eight inches in thickness, but of high grade ore—and on attempting to develop the mine the vein ran to nothing, or "petered out" as miners say. Had a few thousand, perhaps a few hundred pounds been spent on a test of the mine before making extensive purchases of plant, the greater part of the capital could have been saved.

Experiences like these, which have been altogether too frequent in Argentina, naturally prevent many people from investing in mining shares, but they do not disprove the fact that the mineral wealth of Argentina is very great and that, mine after mine, when intelligent and competent working has made one mine a thorough success, capital and immigration will again flow into this country and bring us back to the paths of prosperity.

#### PROVINCIAL NOTES.

—São Paulo is threatened with two more daily papers.

—The new governor of the state of Rio de Janeiro was formally inaugurated on Monday last.

—It is announced that the epidemic at Resende is completely extinct, and that the hospital has been closed up.

—A telegram from Victoria on the 28th ult. reports the Lloyd Brasileiro steamer *Avarama* aground at Lagamar, on the Rio Doce. The ship was subsequently saved.

—It is reported that the S. Paulo government is about to move the immigrants' *hospedaria* to the station of S. Bernardo. The present structure will be transformed into an insane asylum.

—A telegram from Maranhão on the 28th ult. announces the shipwreck of the Norwegian bark *Doux* at the entrance of that port. The *Doux* was a small vessel with a cargo of coal. The captain and crew were saved.

—The sanitary authorities announce a case of cholera at Vassouras. The *Pais* calls it *cholera vera*, and says that it is very serious, so serious in fact that it required italics to express our colleague's feelings about it.

—Telegrams from Bahia on the 28th ult. report disturbances there promoted by the sailors from the Dutch naval vessels in port. It is inevitable that "Jack" will get drunk and create trouble whenever he is permitted to have a day's "liberty."

—According to telegrams from Aracaju on the 30th ult., there is prospect of trouble in Sergipe during the approaching elections. The state government fears an attack from the opposition which may only be an excuse for the use of police in keeping the opposition under.

—There was a little "scarer" in S. Paulo on Christmas day, owing to a report that there were 1,500 cases of cholera in the immigrants' *hospedaria*. An investigation led to the disclosure that a large number of cases of indigestion had resulted from a generous indulgence in codfish—and nothing more.

—Telegrams from Curitiba on the 27th ult. state that police interferences in the electoral campaign in that state, are of daily occurrence. It is highly unlikely that a fair election will be possible in that state. And yet, the republicans of the Vicente Machado stripe, are loud in their protests as to liberty and justice!

—On the 2nd inst. the municipality of Bahia began selling *farinha de mandioca*, in bags, at 135 for 100 lbs. 2nd quality and 108 for 100 lbs. 3rd quality, no buyer being able to purchase more than one bag. At retail the prices of the three qualities are 160, 140 and 120 reis per litre, each purchaser being unable to buy more than five litres.

—A telegram from Victoria on the 27th ult. says that the police are carrying on unbridled recruitment in that place. Another "bill of rights" should be placed at once!

—A telegram of the 28th ult. says that the people of Barra do Pirahy had held a meeting to consider the situation, after which they went in a body to the station and asked the sanitary commission to leave the place, as there is no such thing there as an epidemic. As the employees of the commission were armed, the citizens finally withdrew peacefully.

—Telegrams published here on the 29th ult. state that a Bahia merchant named Vicente Costa had been denounced by his own employees for attempting to burn his place of business. On the following day, another telegram announces his release from arrest, from which it would appear that the police authorities had been convinced of his innocence.

—According to a correspondent of the *Journal* the 475 Chinese who landed here one year ago, are not giving full satisfaction. They are not able to do the work expected from them. On arrival they were sent to the cane fields of Rio de Janeiro, and their wages were fixed at 25¢ a month, with food and shelter; say one pound sterling a month in cash. If they do but little, the planter surely can not complain.

—The sanitary precautions taken at Beldm seem to be designed to give the maximum of annoyance with a minimum of benefit. It generally takes an hour to examine the sanitary passports—a service that might be performed on the train—and the passengers during this time are herded under a canvas shed, exposed to the rain and chilling winds, and are provided with seats. We are constant in urging a willing compliance with all sanitary regulations, but it must be observed that we can not commend such treatment as this.

—The *Gazeta de Noticias* is informed that much activity is displayed in the creation of the new capital which the state of Minas Geraes is creating at Belo-Horizonte, about eight miles from São Paulo. A branch line of railway is under construction to the place, and tenders will soon be asked for water works to cost over 900,000, the governor's palace 500,000, the parish church 100,000, and the Kusavo chapel 40,000. The public park is being made by the authorities. In a short time tenders will also be invited for an administration building, a building for the legislature, a forum, a municipal hall, a quarter, primary schools and the streets.

—A S. Paulo correspondent writes as follows: "Yesterday, Christmas day, I was passing the Santa Casa da Misericórdia with an English friend, when I suggested a visit as there might be some of our own nationality there. Much to our surprise we found Jimmy Hinds, the well-known hockey, lying dead in the mortuary. Upon enquiry I found that he had entered the hospital about 9.30 on Christmas Eve and died about midnight, and the officials told me that he had no medical attendance whatever. I asked why this occurred, and the only reply was to the effect that it was on account of the epidemic." It is to be hoped that the S. Paulo doctors are not showing the "white feather."

#### RAILROAD NOTES.

—The Mexican Prince on the 26th ult. arrived here from Philadelphia with 14 locomotives from the Baldwin Locomotive Works.

—It is said that the extension of the Paranáguá and Curitiba railway from Rio Negro to Lapa, in the state of Paraná, will be formally opened early next month.

—The railway section of the general budget is instructive reading. It is unanswerable evidence that the policy which has thus far governed the railway development of the country has been oppressively expensive, and is a crushing burden upon the country. It would be most difficult to show that the country has derived enough benefit from the majority of these lines to warrant a tenth of the expenditure.

#### LOCAL NOTES.

—The ironclad *Aquidaban* arrived here from Bahia on the 27th ult.

—A decree for the reopening of the naval school was signed on the 27th ult.

—It is said that Councillor Saraiva will soon come to this city to be operated upon for cataract.

—When the prosecuting attorney visited the house of detention a few days ago he found prisoners there who had been waiting for trial since April, 1892. One man had been kept there just a year for "disrespect to authority."

—The three Rio Grande patriots who are now discussing the political quarrels of that state with an ex-minister, are most reckless in their use of italics and caps. No other office than the *Pais* could possibly keep them going.

—The ex-minister of finance, Dr. Fellisbello Freire, has begun the publication of a series of articles, defending himself against the accusations which compelled his resignation. It is singular that no defence was attempted in the time of the dictator.

—A few days ago an inspector of public gardens discovered over a hundred kilos, of gunpowder in one of the chalets of the Campo de São Anna, where it had been left and forgotten by some negligent official. It is a wonder some terrible accident has not occurred. Perhaps it would be well to investigate a little further and see if more gunpowder has not been left about the city without protection.

—According to a gentleman of a statistical habit there are only 337 candidates for the next municipal council.

—The government has decided to maintain the quarantine restrictions decreed against Germany and Argentina on account of the cholera.

—It is said that Gen. Honnato Caldas is about to publish a book, giving his experiences as a political prisoner and criticizing the acts of the late dictatorship.

—The port health inspector has announced that all vessels arriving from Argentine ports must undergo rigorous sanitary treatment at Ilha Grande before entering this port.

—The adjutant-general of the army is said to have reprimanded General Frederico Sdon for censures upon Marshal Floriano Peixoto in an article published on the 28th ult.

—A telegram received here on the 27th ult. announced the death at Bardon, near Manchester, of Mr. Robert Morrissey, for many years a merchant in this city. He was at one time a member of the firm of Steele, Morrissey & Co., and subsequently of the long-established firm of Morrissey Brothers.

—An order from the minister of marine compels the payment of special "gratifications" for campaign service, after December 15th, exceeding those attached to the *diplomas* on the Upper Uruguay and in the Lagoa dos Patos. It would be interesting to know why these extras were continued on long, for there certainly could have been very little fatigue and danger encountered on the Rio do Onival.

—The captain of a German ship now at anchor in this port, went out for a pleasure trip in Nictheroy on the 27th ult. and took a package of money with him amounting to 3,500\$. During the trip, either in this city, or on the river, or on the other side, he had the misfortune to lose the package, and an appeal is now made to the honesty of the person finding the same to return it to the German consulate.

—A passenger from Minas on the 26th ult. says that an accident compelled the train to stop over an hour at Barra do Pirahy, where the worst manifestation of the epidemic has occurred. Great rigor was observed in keeping the passengers shut up in the coaches, in order to prevent infection, but the employees of the train mingled freely with the residents. This is one of the exceptions we never seem to understand.

—An influential newspaper ought at least to be impartial. It may be the organ of a certain political party and may advocate certain political, religious and economic ideas, but in its general work it should strive to treat all persons and questions with fairness. This is not always the case, however, for it not infrequently happens that the private resentments of an editor lead him to distort some things and excuse others.

—Now that an examination of the body shows that the soldier Manuel Pereira, of the national guard, was really whipped to death, there are plenty of witnesses who are willing to give evidence to that effect. And the worst of it is, that they now unanimously affirm that Capt. Dias Monteiro is the man who ordered and sometimes inflicted the repeated whippings and beatings from which the man died. After the last brutal castigation the poor wretch was locked up without any treatment whatever, and soon after died. We have not yet heard of Capt. Dias Monteiro's arrest.

—Regarding the health of Marshal Floriano Peixoto the *Journal de Commercio* has been able to learn that he has been suffering from chronic malaria for a long time, from which an enlargement of the spleen and liver resulted. After changing his residence to Cosme Velho he was attacked with intermittent fever. When he went up country, he was suffering from a swelling (*edema*) of the lower limbs, but as he had once had heart-vert he was not certain whether this symptom resulted from the malaria or indicated a return of the old disease. While at the Bichas he was as well as could be expected up to the 25th ult. On that day he was suddenly prostrated and several physicians were called in. On the 28th he was to have gone to Ilha Grande for treatment.

—According to the testimony of an ex-sergeant, who was examined in regard to the punishments inflicted on the soldier Manuel Pereira, these castigations were common and constant occurrences. Twenty-five blows with the sword seems to have been the lightest punishment inflicted. In one instance after a cornet had given Manuel Pereira 25 blows and the victim had fallen upon the ground, Capt. Dias Monteiro stepped to the front with the remark "That's no punishment!" and repeated the blows with his own sword. For systematic, savage brutality, the military service in South America has no equal. It seems to be a common thing for a commissioned officer to strike, insult and humiliate the men under him, and then to have them imprisoned on other pretex.

—As we feared, the new sanitary regulations on the Central railway are causing many and serious complications, owing to the negligence and stupidity of the men employed. The other day, while a gentleman who had just been subjected to disinfection was contemplating the rain working among his effects, he observed a lady crying bitterly. He of course inquired if he could be of any service, seeking at the same time to console her with the observation that his own clothes were in such a state that he could never wear them again. Pointing to her luggage and with sobs and tears, she told him that her case was even worse, for she was completely undone. Then, in reply to his sympathetic remonstrances, she suddenly picked up a pair of trousers and scornfully asked what she could do with such things. She had sent dresses to the disinfectant, and they had come back trousers. Of course there was nothing more to be said, nor have we heard of the equally unfortunate man whose trousers and waistcoats have been mysteriously transformed into dresses and corsets.

<b>December 24.</b>					
Apólices de 4%					1,018 000
do	de 1968 Jan.				1,093
do	do				1,100
do	do				1,130
<i>Banks.</i>					
7	Instituto				17
do	Lavoura e Commercio				72
do	Rural e Hypothecario				860
<i>Railways.</i>					
o	Oeste de Minas (3½%)				15
o	Sorocabana				93
<i>Miscellaneous.</i>					
8	Brazil Industrial				485
o	Compañías Urbanas				6
o	Loteria Nacional				5
do	di				90
do	Melhoramentos no Brazil				41
do	Tatassal Municipal				41
do	do				45
do	Torreiras				40
<i>Debitors res.</i>					
6	E. F. Leopoldina (2-5%)				140
<b>Dec. 26.</b>					
1	1889 Jan.				213 000
do	(1907)				2125
<i>Railways.</i>					
o	Sorocabana				80
o	Viação Férrea Sulphurea				11
<i>Miscellaneous.</i>					
o	Vitellanda				10
o	Loteria Nacional				60
do	do				89
do	Melhoramentos no Brazil				41
do	Tatassal Municipal				45
<i>Debitors res.</i>					
o	Sorocabana				68
o	Lloyd Brasileiro				115
do	Cui ch.				185
do	do				153
<i>Hypothecary bills.</i>					
o	Banco C. R. Minn.				95
<b>Dec. 27.</b>					
Apólices de 4% (gold).					1,220 000
<i>Banks.</i>					
o	Constructor				19
o	R. do Comercio				169
<i>Railways.</i>					
o	Quilombo				1
o	Sorocabana				93
o	V. Ferreza Specially				11
<i>Miscellaneous.</i>					
o	Integridade				46
o	Vigilancia				6
o	Compañías Urbanas				60
o	Loteria Nacional				93
do	Melhoramentos no Brazil				41
<i>Hypothecary Bills.</i>					
o	Banco de C. R. do Brazil (paper)				61
<b>Dec. 28.</b>					
Apólices de 4% (gold)					1,220 000
<i>Banks.</i>					
o	Commercial				225
o	Republica do Brazil				169
do	do				78
<i>Tramways.</i>					
o	Jacintim Brazilian				130
<i>Miscellaneous.</i>					
o	Central do Brasil				60
o	Melhoramentos no Brazil				40
<i>Debitors res.</i>					
o	E. F. Leopoldina (105 & ¼ %)				24
<b>Dec. 29.</b>					
<i>Banks.</i>					
o	Nacional Brasileiro				222
o	Republica do Brazil				169
<i>Railways.</i>					
o	Sorocabana				92
do	do				90
<i>Tramways.</i>					
o	Pernambuco				130
<i>Miscellaneous.</i>					
o	Constructores Urbanos				5
do	do				5
do	do				4
do	do				4
do	Melhoramentos no Brazil				40
do	do (buyers up to 15 March.)				44
do	Servicos Municipaes				22
<b>MARKET REPORT.</b>					
<i>Rio de Janeiro, 31st December 1894.</i>					
<b>Exports.</b>					
Coffee.—There is still very little animation in the market since the close is the continuation of the suspension of the Central railway traffic to the interior; and sales for the last week have amounted to about 15,000 bags, and advices from Santos are no market still continues quiet.					
Receipts for the last week have been about 36,000 bags and nominal per kilo to kilos superiors.					
Usual prices per cleared white coffee are:					
United States					bags.
New York Makenzie					11,564
<i>Europe.</i>					
Hamburg Balsa					355
London, etc., Antwerp					475
Massachusetts, Philadelphia					2,250
Copenhagen do					3,150
<i>Elsewhere.</i>					
Montevideo					293
Buenos Aires					940
Rosario and Santa Fé					138
<i>Consols.</i>					
Porto Alegre (Interim)					127
Rio Grande do Sul Bahanga					295
Porto Alegre					127
Mineral Olinda					298
Pernambuco do					290
Parahyba da Norte do					293
Mauá s do					293
Maranhão do					302
Rio Grande do Sul Santiago					24
Pelotas do					24
Porto Alegre do					201
quotations for higher grade coffees, which are still continue to be normal.					
Brokers' quotations are as follows:					



## Shipping.

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Old regular Line Sailing Packets to  
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Intended sailings of  
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Will sail for

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## New-York

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This Steamer is lighted by Electric Light

STEAMER

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sails 5th January 1895

PASSENGER TICKETS

Issued for return voyage.

These steamers have all the possible comforts for 1st and  
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The voyage is much quicker than by way of England, and  
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58, Rua 1º de Março.ROYAL MAIL  
STEAM PACKET COMPANY.Under contracts with the British and Brazilian  
Governments for carrying the mails.

## TABLE OF DEPARTURES,

1895

Date	Steamer	Destination
1895 Jan. 3	Clyde...	Montevideo and Buenos Aires.
" 3	Trent...	Macedo, Las Palmas, Lisbon, Vigo, Southampton and Antwerp.
" 5	Magdalena	Bahia, Pernambuco, Lisbon, Vigo, Southampton and Antwerp.

(\*) This steamer only takes cargo and third class passengers.

This Company will have steamers from and to England  
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Insurance on freight shipped on these steamers can be  
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O. C. Anderson,

Superintendent.

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Departures from Rio de Janeiro on the 8th  
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Bahia, Lisbon, Antwerp and Bremen.Passengers and cargo for all ports of the different lines  
accepted.

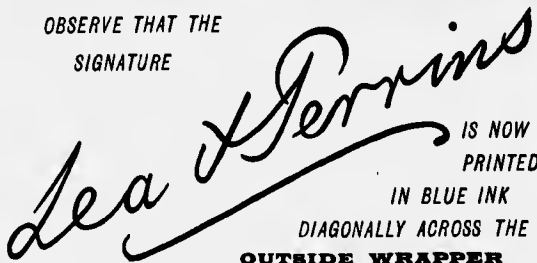
Passage Rates:	1st-cl.	3rd-cl.
Rio—Antwerp, Bremen.....	500 Marks.	140\$000
"—Vigo.....	500 "	130\$000
"—Lisbon.....	500 "	120\$000

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DEPARTURE FOR LIVERPOOL.

Calling at Lisbon, La Pallice and Plymouth.

Orellana..... Dec. 31st

Sorata..... Jan. 14th

These popular steamers are fitted with the electric light and

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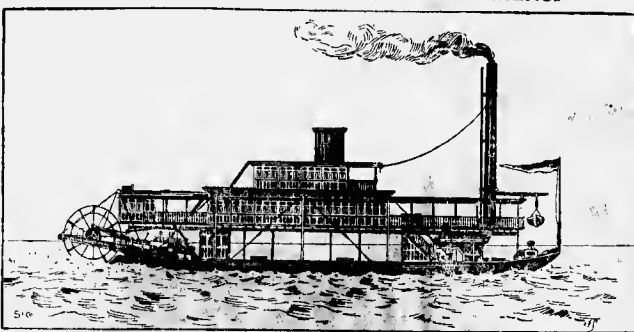
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Vessels on this system are constructed when required, to draw as little as 6 inches.  
Messrs. Yarrow lately built the stern-wheelers "Mosquito" and "Herald" for the British Government, for service  
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Due at Rio de Janeiro.

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These steamers are first-class in every respect and are

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